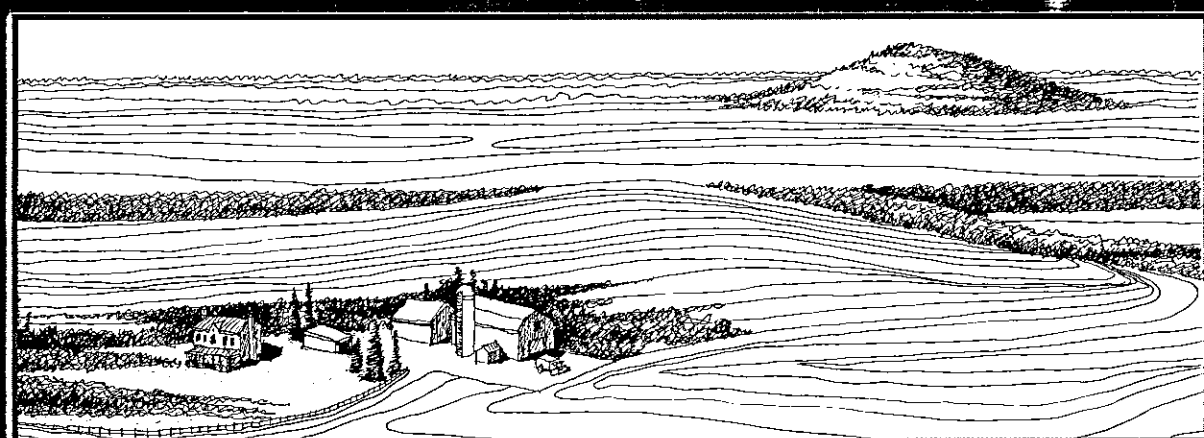


Clarksburg Master Plan & Hyattstown Special Study Area

June 1992



THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Montgomery County Department of Park and Planning
6787 Georgia Avenue
Silver Spring, MD 20910-2140

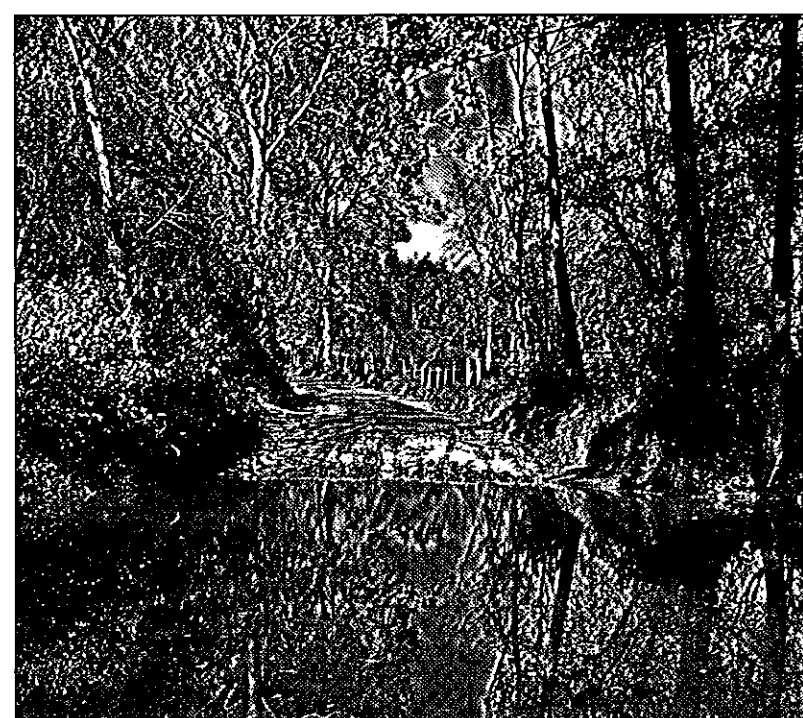
Vision of Clarksburg

This Plan establishes the long-range vision of Clarksburg as a town (rather than a city) along the I-270 Corridor. Implementation of this vision will take many years and will require substantial financial commitments by both the public and private sector. Although this Plan addresses the issue of staging development over time, the most critical function of this Plan is to establish a strong public commitment to the vision of Clarksburg as a transit- and pedestrian-oriented community surrounded by open space.

Key Policies of the Clarksburg Master Plan & Hyattstown Special Study Area

Ten key policies have guided the preparation of the Clarksburg Master Plan. All the land use, zoning, urban design, and transportation recommendations reflect these policies.

These policies will carefully guide the growth of Clarksburg from a rural settlement into a transit- and pedestrian-oriented town surrounded by open space.



1 Town Scale of Development

This Plan envisions Clarksburg as a town, at a larger scale than proposed in the 1968 Clarksburg Master Plan but smaller than a corridor city such as Germantown.

2 Natural Environment

This Plan recommends that Clarksburg's natural features, particularly stream valleys, be protected and recommends Ten Mile Creek and Little Seneca Creek be afforded special protection as development proceeds.

3 Greenway Network

This Plan recommends a multi-purpose greenway system along stream valleys.

4 Transit System

This Plan proposes a comprehensive transit system that will reduce dependence on the automobile.

5 Hierarchy of Roads and Streets

This Plan proposes a street network which clearly differentiates between highways needed to accommodate regional through traffic and roads which provide subregional and local access.

6 Town Center

This Plan proposes a transit-oriented, multi-use Town Center which is compatible with the scale and character of the Clarksburg Historic District.

7 Transit- and Pedestrian-Oriented Neighborhoods

This Plan clusters development into a series of transit- and pedestrian-oriented neighborhoods.

8 Employment

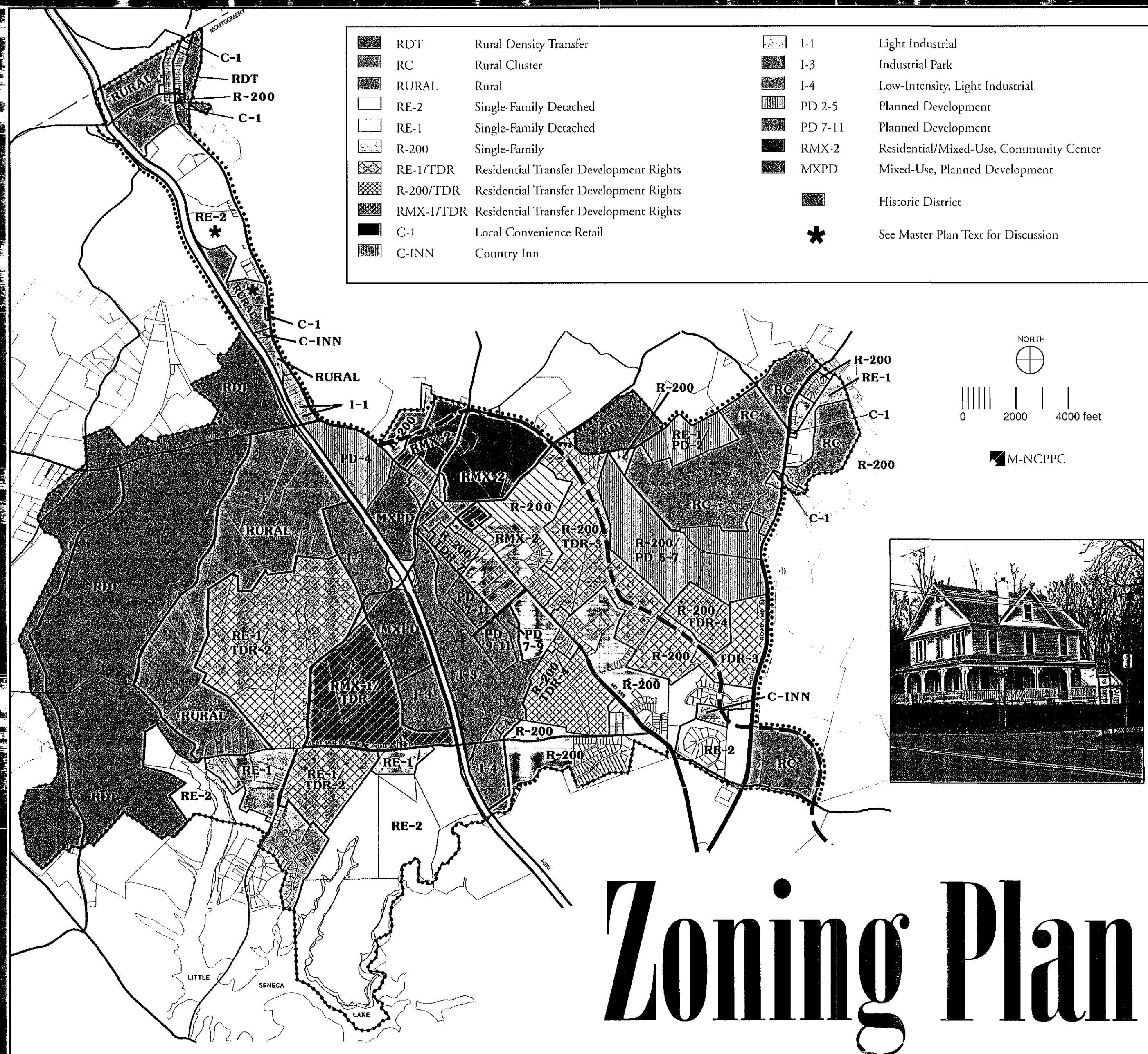
This Plan emphasizes the importance of I-270 as a high-technology corridor for Montgomery County and the region and preserves key sites adjacent to I-270 for future employment options.

9 Farmland Preservation

This Plan supports and reinforces County policies which seek to preserve a critical mass of farmland.

10 Staging

This Plan recommends that development be staged to address fiscal concerns and to be responsive to community building and environmental protection objectives.



Summary of Zoning Classifications¹

Zone	Description	Maximum Density (Units Per Acre)/ Building Height ²	Zone	Description	Maximum Density (Units Per Acre)/ Building Height ²
Agricultural Zones³			Employment Zones		
RDT	Rural Density Transfer	1 Unit/25 Acres	I-1	Light Industrial	10 Stories/120 Feet
RC	Rural Cluster	1 Unit/5 Acres	I-3*	Industrial Park	100 Feet/0.5 FAR
Rural	Rural	1 Unit/5 Acres	I-4	Low-Intensity, Light Industrial	42 Feet
Residential Zones			Planned Development and Mixed-Use Zones		
RE-2	Single-Family Detached	0.4/Acre	PD*	Planned Development	Variable
RE-1	Single-Family Detached	1.0/Acres	PN*	Planned Neighborhood	Variable
R-200	Single-Family	2.0/Acre	MXPD*	Mixed-Use Planned Development	Variable
R-150	Single-Family	2.9/Acre	RMX-1*	Residential - Mixed-Use Development, Community Center	Variable
R-90	Single-Family	3.6/Acre	RMX-2*	Same as above	Variable
R-60	Single-Family	5.0/Acre			
R-30	Multi-Family	14.5/Acre			
Transferable Development Rights (TDR)					
RMX-1/TDR		The TDR density shown on the Zoning Plan can only be achieved through the transfer of development rights from the Agricultural Reserve			
R-200/TDR					
RE-1/TDR					
Commercial Zones					
C-1	Local Convenience Retail	30 Feet			
C-2	General Commercial	3 Stories/42 Feet			
C-Inn*	Country Inn	2-1/2 Stories			

Note: * These zones generally involve more rigorous review procedures by the Planning Board and/or County Council.

Footnotes:

1 The Montgomery County Zoning Ordinance gives the specific provisions for each zone. In certain instances, dwelling unit types and building heights may be changed.

2 Densities indicated are the maximum permissible, without the bonus for inclusion of Moderately Priced Dwelling Units (MPDU's). These densities include the cluster option where applicable. Maximum density can only be obtained on land with dedicated rights-of-way and the capability to accommodate required lot sizes. Any subdivision of 50 or more units must include 12.5 percent MPDU's, in which case a density increase of up to 20 percent and open space requirements may be waived. Development standards and unit types are permitted.

3 In order to utilize the cluster provisions of the Zoning Ordinance, a developer must receive the approval of the Montgomery County Planning Board. The property must be posted and a public hearing must be held on the application prior to the Planning Board's action.

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Land Use Plan

Recommendations by Geographic Area

1. Town Center District (635 acres)

- ♦ Create a Town Center which will be a strong central focus for the entire Study Area.
- ♦ Reinforce the concept of I-270 as a high-tech employment corridor by designating a suitable site near I-270 for employment use.
- ♦ Encourage a mixed-use development pattern in the Town Center to help create a lively and diverse place.
- ♦ Encourage infill within the historic district in accord with the historic development patterns.
- ♦ Assure that future development around the Historic District complements the District's scale and character.
- ♦ Make the Town Center a focal point for community services (such as libraries and postal services) as well as informal community activities.
- ♦ Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets.
- ♦ Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.
- ♦ Encourage an interconnected street system as typically found in older towns.
- ♦ Create a special character for Redgrave Place as it traverses the Clarksburg Historic District.
- ♦ Provide a variety of open space features.

2. Transit Corridor District (990 Acres)

- ♦ Continue the present residential character along MD 355.
- ♦ Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.
- ♦ Allow small amounts of office and retail uses at transit stop areas as part of a mixed-use development pattern.
- ♦ Establish strong pedestrian and bicycle linkages to the greenway.
- ♦ Improve east-west roadway connections.
- ♦ Provide an open space system which includes small civic spaces at the transit stops.

3. Newcut Road Neighborhood (1,060 Acres)

- ♦ Create a mixed-use neighborhood with a transit-oriented land use pattern.
- ♦ Provide strong pedestrian and bicycle linkages to Ovid Hazen Wells Park and create a development pattern which encourages access to the greenway network.
- ♦ Create an interconnected street pattern which includes Newcut Road Extended as "main street."

4. Cabin Branch Neighborhood (950 Acres)

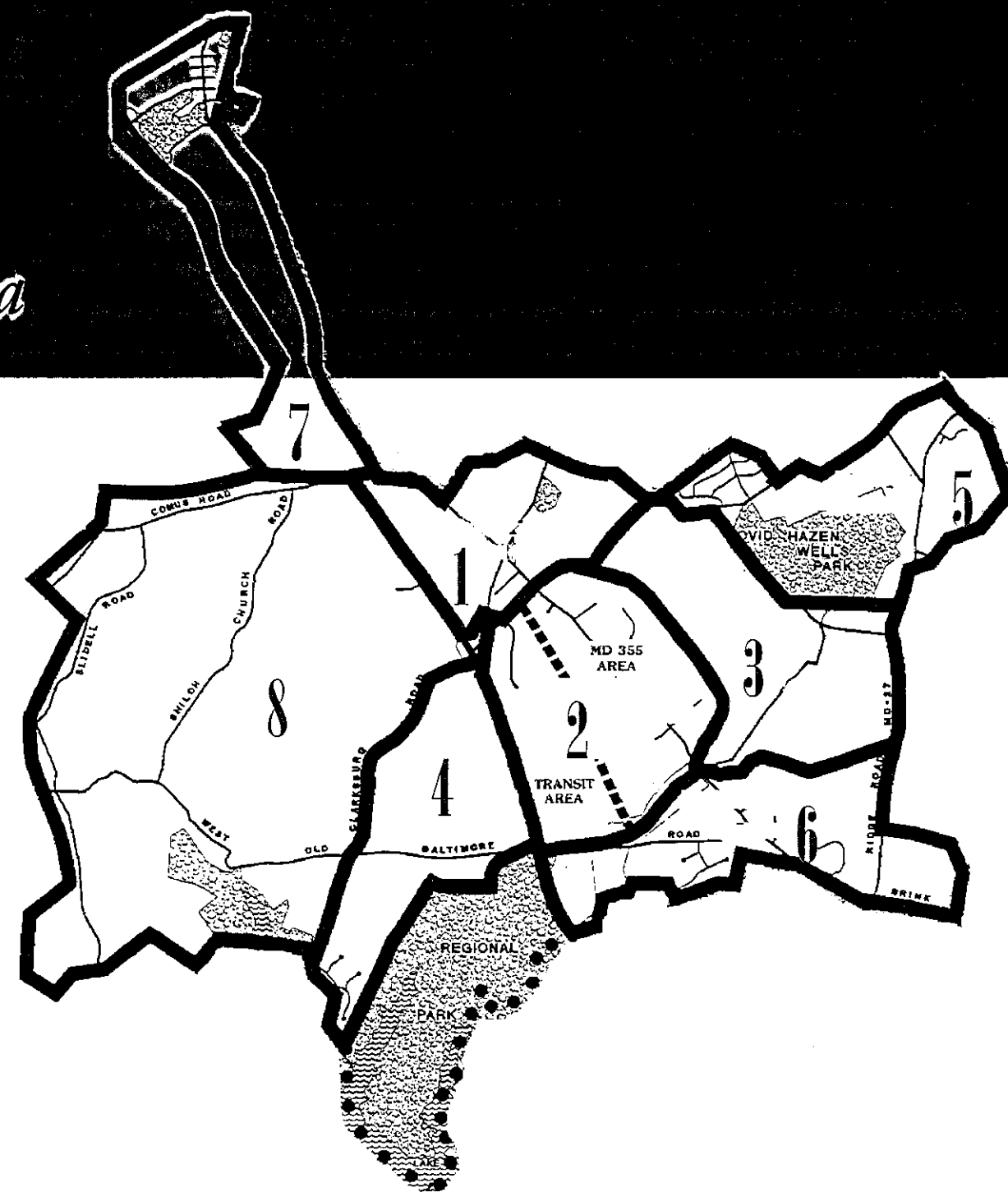
- ♦ Provide a mix of uses including employment.
- ♦ Encourage an employment pattern which is supportive of I-270 as a high-technology corridor.
- ♦ Create a transit-oriented land use pattern.
- ♦ Maximize access to the proposed open space system.
- ♦ Provide a suitable transition to the rural/open space character south of West Old Baltimore Road toward Boyds.
- ♦ Provide an interconnected roadway system.
- ♦ Create a strong neighborhood focal point by concentrating public and retail uses in the same general area.
- ♦ Place special emphasis on protection of the west fork of Cabin Branch because of its high water quality and tree cover.

5. Ridge Road Transition Area (900 Acres)

- ♦ Designate a land use pattern which helps differentiate the more developed portions of Damascus from Clarksburg, thereby fostering a greater sense of community identity for each.
- ♦ Recommend a cluster form of residential development north of Ovid Hazen Wells Park.
- ♦ Propose a land use pattern east of Ridge Road which is compatible with Agricultural Reserve areas in the Goshen/Woodfield Planning Area.
- ♦ Propose a land use pattern which provides a suitable setting for the Cedar Grove Historic District.
- ♦ Extend the greenway system into Damascus via Ovid Hazen Wells Park, Damascus Recreational Park, and Magruder Branch Stream Valley Park.

6. Brink Road Transition Area (860 Acres)

- ♦ Create a transition from Germantown to Clarksburg that helps reinforce each community's identity.
- ♦ Recommend low intensity, light industrial employment uses near I-270.
- ♦ Continue the residential character of MD 355.
- ♦ Reinforce the North Germantown greenbelt concept.
- ♦ Designate Midcounty Highway as an appropriate edge to the Agricultural Reserve area east of Ridge Road.

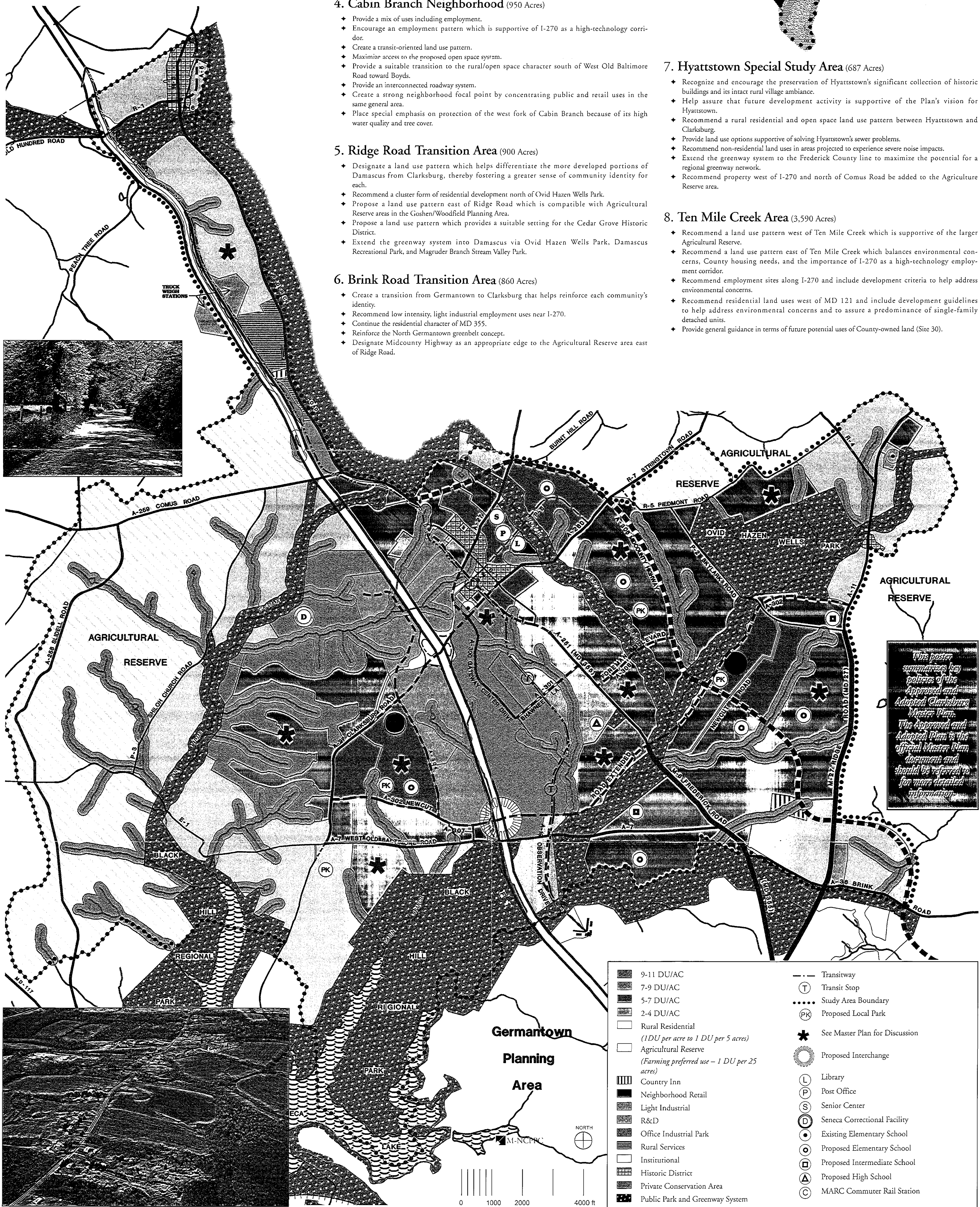


7. Hyattstown Special Study Area (687 Acres)

- ♦ Recognize and encourage the preservation of Hyattstown's significant collection of historic buildings and its intact rural village ambiance.
- ♦ Help assure that future development activity is supportive of the Plan's vision for Hyattstown.
- ♦ Recommend a rural residential and open space land use pattern between Hyattstown and Clarksburg.
- ♦ Provide land use options supportive of solving Hyattstown's sewer problems.
- ♦ Recommend non-residential land uses in areas projected to experience severe noise impacts.
- ♦ Extend the greenway system to the Frederick County line to maximize the potential for a regional greenway network.
- ♦ Recommend property west of I-270 and north of Comus Road be added to the Agriculture Reserve area.

8. Ten Mile Creek Area (3,590 Acres)

- ♦ Recommend a land use pattern west of Ten Mile Creek which is supportive of the larger Agricultural Reserve.
- ♦ Recommend a land use pattern east of Ten Mile Creek which balances environmental concerns, County housing needs, and the importance of I-270 as a high-technology employment corridor.
- ♦ Recommend employment sites along I-270 and include development criteria to help address environmental concerns.
- ♦ Recommend residential land uses west of MD 121 and include development guidelines to help address environmental concerns and to assure a predominance of single-family detached units.
- ♦ Provide general guidance in terms of future potential uses of County-owned land (Site 30).



This poster summarizes key policies of the Approved and Adopted Clarksburg Master Plan. The Approved and Adopted Plan is the official Master Plan document and should be referred to for more detailed information.